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UNITED STATES DEPARTMENT OF AGRICULTURE
Office of Budget and Finance
Washington, D. C.

DISTRIBUTION
Long List

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BUDGET AND FINANCE MEMORANDUM NO. 300

Air Coach Travel

1. PURPOSE. The "air coach" service provided by the regularly scheduled commercial air lines (referred to also as "sky tourist", "air tourist", etc.) offers an opportunity to reduce air travel costs. Employees who normally choose to travel by air and agency officials who authorize and establish policies on air travel should be familiar with this medium of transportation in order to effect possible economies.

There is outlined below information on several aspects of air travel. Progressive developments in this and other means of transportation require that Department and agency officials exercise a continuous review to insure efficient administration of travel funds under the policies set forth in 7 AR 536. On the basis of such current information, agencies can determine conditions and develop appropriate policies for selection of travel media in order to utilize most effectively their travel funds.

2. EXTENT OF AIR COACH SERVICE. During the calendar year 1953, air coach travel of the regularly scheduled domestic commercial air lines attained increasing popularity. In 1954 the trend toward use of air coach continues. As of January 1, 1954, there were 162 daily air coach flights serving 55 major cities. Direct air coach flights between the majority of these cities and Washington, D. C. are now available.

3. FACTORS FOR CONSIDERATION. There is no distinction between the safety standards for first-class and air coach service. Both conform to the safety standards established and supervised by the Civil Aeronautics Board. The same equipment is used for both services. In lieu of free meals usually provided as part of first-class service, air coach flights generally limit food service to sandwiches and beverages for which charges may be made.

First-class plane service offers a greater choice of flights than air coach travel and in general provides more frequent hours of departure. However, the hours of departure of air coach flights are often quite convenient. Some of the longer cross-country flights which originate at an "inconvenient" hour in one part of the country, later provide satisfactory hours of departure for travelers at other cities enroute. For example, the same flight which might offer an inconvenient hour of departure for an employee on the east or west coast would offer an acceptable schedule for other employees at points in the mid-west.

-2-

The following tabulation lists the number of air coach flights and approximate hour of departure thereof out of Washington, D. C. to certain selected cities, as of May 1, 1954.

City	: 8-9 am	: 9-11 am	: 11 am: 1 pm	: 1-3 pm	: 3-5 pm	: 5-7 pm	: 7-9 pm	: 9 pm 8 am
Atlanta	:	:	:	:	:	1	1	1
Boston	:	1	:	:	1	:	:	2
Chicago	:	1	:	:	:	1	:	2
Dallas-Fort Worth	:	:	1	:	:	:	:	1
Denver	:	1	:	:	:	:	1	:
Kansas City	:	1	:	:	:	1	:	1
Los Angeles	:	1	2	1	:	1	1	1
Miami	:	:	:	1	1	1	1	3
New York	:	:	1	1	2	2	:	5
Pittsburgh	:	:	:	:	:	1	1	4
San Francisco	:	:	:	:	:	1	:	:
Oakland	:	1	:	1	:	1	:	1
Seattle	:	1	:	:	:	1	:	1
Totals	:	7	3	5	2	4	2	20

4. COMPARATIVE COSTS. In general, air coach provides a saving of about 25 - 30% in comparison with first-class air travel. An analysis of comparative one-way fares from Washington, D. C. to 24 cities throughout the United States showed that air coach fares involved (a) savings of 23 - 28% to 7 cities; (b) savings of 29 - 34% to 13 cities; and (c) savings of 35 - 39% to 4 cities. A comparable analysis of "round trip" fares would show the percentage of savings to be slightly less than that shown above.

Fares for "daylight" air coach on some lines are slightly higher than those for "off-peak" air coach services.

The following tabulation provides cost information on flights between Washington, D. C. and the cities indicated.

	D A L L A S		N E W Y O R K		A T L A N T A			
	One way	Round trip	One way	Round trip	One way	Round trip	(Night Rate)	(Day Rate)
							One way	Round trip
First Class Fare	78.10	148.40	14.40	27.40	37.70	71.70	37.70	71.70
Air Coach Fare	54.00	108.00	11.10	22.20	22.90	45.80	26.20	52.40
Savings (Dollars)	24.10	40.40	3.30	5.20	14.80	25.90	11.50	19.30
Savings (Per cent)	31%	28%	23%	19%	39%	36%	31%	27%

-3-

5. IMPLEMENTATION. Since Department employees travel under widely varied circumstances, it seems likely that air coach service can frequently be utilized advantageously, with economy to the Government and convenience to the traveler. Agencies are urged to review alternative methods of travel and consider such revision of policy as will realize potential savings.

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